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## WOMAN SHOOT SENATOR BROWN

Former Representative of  
Utah In Sensational  
Affair at Hotel.

WOULD NOT MARRY  
HER, SHE SAYS

Mrs. Bradley, Once Prominent in  
Federation of Women's Clubs  
in Salt Lake City and as  
Republican Secretary,  
Makes a Brief  
Statement.

WASHINGTON, D. C., December 8.—Former United States Senator Arthur Brown, of Utah, tonight lies in a critical condition in Emergency Hospital from a pistol-shot wound in the abdomen, inflicted by Mrs. Anna M. Bradley, of Salt Lake, who arrived here today from that city. The shooting occurred in Senator Brown's apartment, in the Raleigh Hotel, where Mrs. Bradley also had registered under the name of "A. B. Brown."

She was taken in custody and was locked up for the night in the nation's room of the First Precinct Police Station.

Two shots were fired, one grazing Brown's left hand and the other entering the abdomen and lodging in the pelvic cavity. After working over him for nearly two hours the surgeons decided that for the present, at least, they would make no further attempt to find the bullet.

It was stated tonight that while Senator Brown's condition was critical, his wounds are not necessarily fatal.

Mrs. Bradley arrived here shortly after noon. After being assigned a room she immediately went to Senator Brown's apartment. There were no witnesses to the shooting, but a floor maid heard the shots and notified the management. According to her statement, Mrs. Bradley came to Washington to demand that Senator Brown marry her, and to end their relations were well known in Salt Lake. "I asked him if he was going to do the right thing by me," she said, maintaining a remarkable composure. "His reply was that he put on his overcoat and started to leave the room, and I shot him. I am not a woman of this character, but in this case it was fully justified."

Urged Him to Marry Her.

While expressing no sorrow for her act, she declared that she was glad to know that Senator Brown might recover. "I was practically penniless when I got here," she said, "having only \$125, and after paying the hotel bill, I was left with only \$10. I had in the world was \$100."

She said she urged Senator Brown to marry her, that he had been instrumental in the divorce between her husband and herself, and that as his wife was dead she could do the right thing by her. This, she said, he refused to do. Mrs. Bradley is a brunette, about 24 years old and of frail stature. Her first act, after being taken to the police station, was to send for Senator Sutherland, of Utah, who called on her tonight, and had a long talk with her. Senator Sutherland reported being brought into the case, but said that Mrs. Bradley had sent for him because he was the only man here whom she knew.

To him she told the story of her relationship with Senator Brown. She alleged that two of her children owe their parentage to Senator Brown, and that she had named one of them after him. Mrs. Bradley was reluctant to speak of her former husband, but questioning brought out the fact that he now is living in Nevada with a second wife.

Woman of Prominence.

Further questioning disclosed the fact that Mrs. Bradley for two years, 1899 to 1902, had served in the capacity of secretary to the Utah State Republican Committee, and also at one time was editor of the official organ of the State Federation of Women's Clubs. She declared that she had a sister in the newspaper business in Salt Lake, but that she would not communicate with members of her family because she knew that they would come to her assistance.

Manager Talty, of the Raleigh, was notified of the shooting within two or three minutes after it occurred. He hurried to Senator Brown's room to ascertain the facts.

Senator Brown, despite the seriousness and shock of the wound, retained consciousness, and was perfectly calm and collected. He made no statement to Mr. Talty, beyond saying that he had been shot by Mrs. Bradley.

The woman continued in the room while Mr. Talty was attending to Senator Brown, but offered no resistance. Finally, Mr. Talty ordered her to leave the room. She declined with absolute coolness to comply with the order.

"I will remain here," she said. "I am the mother of his children."

An officer from the First Precinct Police Station placed Mrs. Bradley under arrest. She made no resistance and offered no further explanation of the shooting. She was asked for a statement of the incident, but refused, all those who inquired to Senator Sutherland, of Utah.

ONE OF UTAH'S  
FIRST SENATORS

Has Long Been Conspicuous in  
His State's Public Affairs.  
His Wife Now Dead.

SALT LAKE, UTAH, December 8.—Arthur Brown, a prominent lawyer, who was one of Utah's first United States Senators, being elected when Utah was admitted to statehood, left here for Washington several days ago. Anna M. Bradley, who has been here in a sensational criminal case, in which she and Senator Brown were involved, left the city two days after Brown's departure.

About three years ago a charge involving immoral conduct was filed against Senator Brown and his wife. The woman by Senator Brown's wife. Before the case came to trial, Mrs. Brown with-

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## BISHOP SEYMOUR DIES AT RIPE AGE



SPRINGFIELD, ILL., December 8.—Bishop Seymour died at 6:50 o'clock this morning.

George Franklin Seymour, bishop of Springfield, seventy-seven years of age, was born in New York. He was consecrated bishop in 1878. A graduate of Columbia College, he entered the General Theological Seminary, and in 1886 was ordained. Bishop Seymour was a prolific writer on religion.

## OCEAN SWALLOWS THE WATER FRONT

Fort Macon Life-Saving Station  
About to Be Destroyed by  
Mysterious Sinking.

LIFE-SAVERS ARE MOVING OUT

The Breakwater and Pier Gone  
and the Station in a Few  
Feet of the Brink.

(Special to The Times-Dispatch.)  
MORRHEAD CITY, N. C., December 8.—Fort Macon Life-Saving Station, was started last evening to realize that the breakwaters, large breakwaters and large pier was settling.

The breakwater just in front of the main building has completely disappeared, and there is now over fifty feet of water where only prior to the giving away of the heavy rocks there was three feet above the high-water mark. The large pier in front of the building settled until it was almost, and Captain Pough says there is over fifty feet of water where generally there was about eight to ten feet on an average at high tide. Captain Pough called his men out, and they had a long talk with him. They could not get out of the station, for fear they would be swallowed up.

He says the main building is all intact now, but in dangerous position. He lost all his records in the water that he lost about the breakwater. He said there was no shock or anything to attract his attention, except the gradual settling of the earth. He says there are large cracks running up the hill. The disturbance lasted fully forty minutes. The foundation around the east end of the buildings has settled about five feet.

The citizens here think it was caused by the gradual heavy current settling along that point of the beach, and had cut a subterranean channel under the breakwater and beach.

At 6 o'clock this evening the beach has sunk within two feet of the life-saving station. The beach is now gradually sinking. The doors in the main building cannot be closed now. The beach has given away about ten feet during the day. Station and all buildings are expected to go at any time.

## AN ARMY OF ICER BURNED TO DEATH

He Evidently Fell Out of Bed  
While Sick and Turned Over  
Oil Stove.

(Special to The Times-Dispatch.)  
ALEXANDRIA, VA., December 8.—Joe A. Gordon, a retired army officer, was burned to death tonight at the home of John March, Alexandria county, by the overturning of an oil stove. Gordon, who was ill, evidently fell from the bed and overturned the stove. When the flames subsided the flames Gordon's dead body was found. He was about 50 years of age and was a native of New York. He has no known living relatives.

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## LOUISVILLE GIVES BANQUET TO WATSONSON

LOUISVILLE, KY., December 8.—About three hundred citizens of Louisville gave a banquet to Henry Watsonson tonight, the event being the nature of a "stirrup cup" for the distinguished editor, who leaves for New York Sunday morning, after a few days later for Spain, where he will spend the winter. Young E. A. Allison was toastmaster, and those responding to toasts, in addition to Mr. Watsonson, included James H. Hays, Mr. Watsonson's remarks to his "yellow-townsmen," as he put it, were informal.

## THREE HUNDRED GIRLS HAVE CLOSE CALL

CHICAGO, ILL., December 8.—The large building occupied by the mail order house of the John Magnus Company, at Twenty-fifth and Morgan Streets, was destroyed by fire today. An adjoining structure occupied by the Universal Trading and Supply Company, was badly damaged. Total loss, \$100,000. The Magnus Company employs about three hundred girls, who made their way to the fire-escapes and were rescued by police and firemen. Three of them were overcome by smoke and were carried from the building unconscious.

## REMEDY WORSE THAN DISEASE

Double Trolley System  
Prevents Electrolysis.  
But Trouble Arises.

INVESTIGATION  
AT FIRST HAND

Times-Dispatch Representative  
Makes Special Study of Con-  
ditions in Cincinnati and  
Finds Them Far  
From Satis-  
factory.

(Special From a Staff Correspondent.)  
CINCINNATI, OHIO, December 8.—During two discussions which recently took place before the Common Council of Richmond and its committees on the subject of electrolysis, it was claimed by representatives of the city that the double overhead trolley system was a complete remedy, and the only complete remedy known to science, for that evil. The Passenger and Power Company, for its part, admitted that the double overhead wire would prevent electrolysis, provided the insulation should be complete, but contended that this was in practice impossible, and Professor Sever went so far as to say that there would be more leakage from the double-overhead wire than from the single-wire system with bonded rails.

Throughout the discussion reference was repeatedly made to the double-trolley system in the city of Cincinnati, and as the whole subject is one of such importance to this community, The Times-Dispatch determined to investigate for itself the Cincinnati system and report the result. The investigation has been made and the result may be summed up in two sentences:

1. The double trolley system is, so far as Cincinnati is concerned, a preventive of electrolysis.

2. The remedy is worse than the disease.

The City Water Works.

The city of Cincinnati acquired its water works in 1915 from a private corporation, and the works have been operated since that time by the municipality. The water is pumped from the river into settling basins, thence conveyed to the reservoirs and the stand-pipes, and finally distributed through mains to consumers. There are 475 miles of mains, measuring from three to sixty inches in diameter. The city has just enlarged its plant, and now has a pumping capacity of 120,000,000 gallons per day.

Cincinnati has an extensive system of electric railway. The cars run on most of the principal streets, and the company operates a number of suburban lines, extending to Newport, Dayton, Ludlow, Bellevue and other towns within a radius of twenty or thirty miles. Within the city limits the double wire is used; outside the city limits the single wire is used. In passing from one system to the other, one of the trolleys is strangled down.

To sum up, Cincinnati has a system of water works and mains similar to the system in Richmond; Cincinnati has within the corporate limits a double overhead wire and trolley system of electric railway, and it is agreed on all sides by the representatives of the railway company, as well as by the city engineer, the city electrician and various other city officials consulted, that there is, and never has been, any damage in Cincinnati to water pipes from electrolysis.

On the other hand, in towns nearby which have a single wire there is much complaint of damage to water pipes from this source. The conclusion is irresistible, therefore, that Cincinnati owes its immunity to the double-wire system.

The city electrician said that while the city was suffering from electrolysis, and that many of its poles had been practically destroyed by this mysterious agency. This, however, is denied by the railway officials. They admit that many of their poles have been eaten away at the base, but they attribute the damage to acids in the ground and not to electrolysis.

## The Railway Service

But, while it is true that the double-wire and trolley system prevents electrolysis, the system itself is far from satisfactory in its operation either to the city at large or to the company. Each car is a trolley, each running on its own wire, and as a result there is a perfect network of wires at the corners, and all the usual "worries" of the trolley are more than doubled in Cincinnati.

When one trolley slips, both are apt to slip, and both trolleys must be adjusted to the wires before the car can proceed. In the winter time when the wires are covered with sleet, these "worries" are greatly increased.

As for the cost of maintenance, the double-trolley system is far more expensive than the single trolley, and to convert a single-trolley system into a double-trolley system would be to

(Continued on Eleventh Page.)

## CORNELL HONORS VICTIMS OF FIRE

All of Injured Save One Expected  
to Recover—Hold Funerals  
To-Day.

ITHACA, N. Y., December 8.—Cornell University is paying honor to-day to the seven victims whose lives were snuffed out in yesterday's fire, which destroyed the Chi Psi Fraternity House. All of the injured, with the possible exception of Clarence J. Pope, of East Orange, N. J., will probably recover. Oliver Schumack and James McCutcheon, Jr., two of the students dead, will live as heroes in Cornell history. Both could have saved themselves, but went back into the flames to save their classmates. The funerals of the Ithaca firemen will be held to-morrow.

## FRATERNITY HOUSE AT CORNELL WHICH BURNED AND THREE OF THE FIRE'S VICTIMS



## SHOOT RIVAL IN THE STREET

Two Farmers' Love for the Same  
Girl May Cost the Life of  
One of Them.

HODGE IN JAIL WITHOUT BAIL

They Agreed to Fight It Out  
With Knives, But One Used  
His Pistol First.

RALEIGH, N. C., December 8.—As the result of a street shooting here this evening, Edward Hodge is in jail without bail, and Clarence Jones in a hospital in a dangerous condition from a pistol wound in the abdomen. They love the same girl, both being farmers and near neighbors, and have barely reached manhood.

A witness says they were talking in a low tone at a street corner, when Hodge shot Jones down and ran, but was captured in a moment. Hodge is of a family most of whose members have a reputation for shooting, three uncles having killed men. Two went to Texas, but returned. One killed a man named Sturdivant here, but was acquitted.

It is understood Hodge had forbidden Jones to visit a young woman whom both loved.

Jones said he would not cease visiting, and was immediately shot. It is said they had declared before that they were willing to fight it out with knives as they were.

## DR. SIMMONS TO CONTEST SEAT

Visits Washington and Takes  
View of Situation—Slemp Says  
It's Sure Thing.

WASHINGTON, D. C., December 8.—Dr. J. W. Simmons left today for home, after having been here and having gone over the ground with reference to filing a notice of contest for the seat occupied by Judge Saunders, of the Fifth District. He would not talk about the matter at all, but Col. J. M. Slemp talked very freely about it.

"Yes, Simmons is getting ready for his contest, and he is going to get the seat," said the colonel.

"He has been deliberately cut out of the place by the Democrats, and when we make the contest, mark me, we will unseat Judge Saunders and seat Simmons," continued the dauntless Representative from the Southwest.

"Why, don't you know that when Judge Saunders took the oath of office, he did not have his certificate of election, and what is more, I do not believe he has gotten it yet."

"Dr. Simmons is not only going to make a contest for the full term, but for the short term as well," Judge Saunders may say that we cannot permit contest for the short term, but we will show him."

## WANT YOUNG MEN TO COMMAND WARSHIPS

WASHINGTON, December 8.—"We want younger men to command the ships of the navy," said Admiral Dewey after an interview with the President to-day, "and the only way to accomplish it is to retire officers early."

This result is sought to be attained by the enactment of the naval personnel bill, which the admiral discussed with the President.

## BRAIN, LAST CONFEDERATE PRISONER, IS DEAD

TAMPA, FLA., December 8.—John C. Brain, of the Confederate Navy, died here to-day of paralysis. During the Civil War he commanded several Confederate vessels. After the war he went to England and, returning a month later, he was arrested by order of Secretary of the Navy Gideon Welles and was held a prisoner until March, 1863, being the last Confederate prisoner to be released. He was a close friend of Jefferson Davis.

## TUNNEL JOINS TWO BOROUGHES

Last Section of Earth Under East  
River Successfully Pierced  
Yesterday.

WORK OF YEARS AND MILLIONS

Boring Under River Has Been  
Great Labor, Its Cost Footing  
Vast Sum of Money.

NEW YORK, December 8.—Manhattan and Brooklyn boroughs were connected under the East River to-day by the piercing of the last section of earth which separated the ends of the north tube of the tunnel, the rapid transit railroad extension, seventy-five feet beneath the surface of the river, and by joining by ten-inch pipe the two bores of the tunnel. The shield which had been boring from the Manhattan side and that which had been boring from the Brooklyn side were stopped when sixty-five feet apart, and preparations were made to connect with the pipe to give the engineers opportunity to check up their lines before the final closure of the shield.

With powerful jacks, with water and air-pressure, the pipe was washed through the earth, with the Brooklyn shield moving behind it and the Manhattan shield stationary. The East River tunnel extends from the Battery to Joralemon Street, Brooklyn, where tracks are laid. It will form part of the Subway rapid transit system from Kings Bridge to Brooklyn. Electric cars of the Long Island Railroad will also run through the tunnel. It has been a work of years and millions of dollars.

## SEVEN KILLED BY EXPLOSION

The Appalling Accident Occurred  
in a Tunnel—Many Mishaps  
There Before.

(Special to The Times-Dispatch.)  
BRISTOL, TENN., December 8.—Seven men were killed, and six were injured as the result of a dynamite explosion in a tunnel being constructed on the South and Western Railway near Alapaha, N. C., to-day.

The names of the men cannot be learned here to-night. Three of the killed were negroes. Their bodies were brought to Waynesburg, Tenn., to-night.

Heavy loss of life from explosion, has thus far attended the construction of this new coal-carrying road, which is backed by the Ryan interests.

## SWINDLED HER, BUT DID NOT USE POISON

CHICAGO, ILL., December 8.—Herman Belek, the fortune-teller, who was arrested in connection with the deaths in the Vral family, was arraigned to-day in the Municipal Court, and his case was continued until December 17th. Mrs. Mary Belek, his wife, was also brought into court, and hearing in her case was set for December 14th.

Belek to-day made the following statement to the police: "I admit that I am a bad man, and that I worked Mrs. Vral by a confidence game. I did swindle her out of \$1,800, but I did not poison any member of her family. The woman was dead in love with me, and wanted me to marry her."

## MR. MURRELL NOW IN NEW POSITION

News Editor of Times-Dispatch  
Becomes City Editor of  
News Leader.

Mr. John D. Murrell, for many years news editor of The Times-Dispatch, last night severed his connection with the paper, to accept the position of managing and city editor of the News Leader. At midnight the editorial and reporter staff assembled in Mr. Murrell's office and bade him "good-by."

Mr. Woodfin, managing editor, speaking for the staff, expressed the deep regret felt by all at the departure of Mr. Murrell, who, he said, had measured up to the highest standard of newspaper ethics. Every man on the paper, he averred, was sorry to see Mr. Murrell leave, and he would carry with him the best wishes and esteem of all with whom he had been associated.

At the conclusion of his remarks, Mr. Woodfin, on behalf of the staff, presented Mr. Murrell with a handsome traveling bag, as a token of esteem, and congratulated him that he would not have to travel any great distance to fill his new position.

Mr. Murrell, who was entirely taken by surprise, replied briefly, thanking the men, whom, he said, he held in affection and high regard.

## ELDER ROBERTS IS IN RICHMOND

Well-Known Mormon Who Was  
Denied Seat in Congress Work-  
ing for Church.

WILL TOUR SOUTHERN STATES

Accompanied by Elder Smith, He  
Will Hold Conference Here  
To-Day—Talks Politics.

Elders B. H. Roberts and George Albert Smith, of Salt Lake City, prominent leaders in the Mormon Church, are here, and are on a missionary tour through the South.

Elder Roberts is a man of national reputation, owing to the fact that he was denied a seat in Congress from Utah some years ago on account of his religious faith.

"We are here engaged in ecclesiastical work," said Elder Smith when seen in his room at the Jefferson last night, and then he and Elder Roberts talked most interestingly concerning their church and other matters.

"We will attend what is known in our church as a conference, at Pickett Camp Hall to-morrow morning," said Elder Smith, "and at 7:30 at night there will be public service."

"We have thirty-three representatives in this section, and they are all here to meet Elder Roberts and myself at our morning conference."

"We arrived here yesterday and went down to Old Point today, and enjoyed our trip. This is my first visit to Richmond, though Elder Roberts has been here before."

Elder Roberts Talks.

Here the latter was engaged by The Times-Dispatch man in conversation.

"Our work is in the South at this time," he said, "is purely of a supervising character."

"We are conferring with our missionaries with the view of church extension. In the ten States in this section of the country which are under Elder Ben E. Rich, president of the Southern States Mission, we have 10,000 members. In addition to 300 young missionaries from Utah, who are working in this field."

Coming to politics, Elder Roberts, who is a Democrat, said he regretted that Utah had gone Republican in the recent election. "But," he continued, "Elder Smith will not agree with me, for he is a Republican."

"As to Mormonism in politics, I suppose it will come up in all its phases at Washington shortly. I understand that"

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## SAME TRAIN THAT KILLED SPENCER

Ran Into Freight at Dan-  
ville, Killing Engineer  
Kinney and Brakeman

SEVERAL MEN  
ARE INJURED

Fire Breaks Out in Wreck and  
the Danville Fire Department  
Extinguished the Flames.

The Block System  
Again Failed to  
Protect Life.

(Special to The Times-Dispatch.)  
DANVILLE, VA., December 8.—Same train to which President Samuel Spencer, of the Southern Railway, had his private car attached when he and his guests were killed in the wreck at Danville, ran into another freight train in the Southern yards here to-day, which resulted in the killing outright of two of the employees of the company, and the injury to half a dozen more, one of whom may die.

No. 34, a mixed passenger and Pullman train, crashed into No. 82, a freight train of thirty cars, which was at a standstill on the main line about half a mile beyond the Southern passenger depot.

The dead are Engineer George C. Kinney, colored; O. C. Mallory, of Washington, postal clerk on No. 34; O. J. Mull, flagman on No. 82.

Like Wreck at Lawyers.

Both of the trains were running behind time, and the freight train had stopped in the yards, when the passenger came around a curve and ploughed through the caboose. The collision was almost exactly like the one at Lawyers.

The engine of the rear train seemed to have hurled the caboose on its head, and then continued its journey of death and destruction through the cars ahead. Fire broke out, and for several hours it looked as if both of the trains would be enveloped in flames. The blaze could be seen from all parts of the city, and the fire department hastened to the scene and after hard work the flames were gotten under control.

The cause of the wreck is laid at the door of Flagman Mull, of No. 34, who was injured while in the caboose of his train. He had been given orders by both the engineer and the conductor of his train to go back and place a stand of warning for No. 24. The facts so far do not show that he did this, as he was in the caboose when the wreck occurred.

Block Operators Blamed.

The operators at Jaffa and Nappah, two block stations three miles apart, also came in for a share of the blame, but between the two, who acted wrong is not known. The Jaffa operator avers that he had been given a clear track from Nappah, a suburb of Danville, while this statement is denied by the operator at the last station—Stencille, who formerly dispatched at Nappah, and was succeeded by Mettux, who is held responsible for the wreck at Lawyers.

General Scott, chief of E. C. Cospman, of the Northern District of the Southern, and Superintendent Andrews of the Danville Division, are engaged in an investigation leading up to the cause of the wreck, and will probe the whole affair to the bottom.

Engineer Kinney, who was killed to-day was one of the oldest employees of the Southern, and comes from a family of railroad engineers. He was a brother of Will A. Kinney, the same engineer who was in charge of the locomotive which crashed into President Spencer's private car. W. A. Kinney had a most remarkable escape from death.

Like his brother, George Kinney stuck to his post, and when his body was found it was in the cab, and the knob on the throttle was reversed, showing that he had done everything possible to prevent the wreck.

Turned for His Life

Robert Ford, the negro fireman, jumped when he realized what was going to happen, fifty yards above the scene of the accident. Several bones were broken, and when he was carried to the hospital here he was unconscious. His condition is critical, and death will likely result from internal injuries.

W. B. King, who was learning the business of brakeman, was a frightful death. He was in the caboose of